

## Amendments to the Claims

1. (Currently Amended) A transmission suspension structure for a transmission of a rear engine vehicle, mainly buses, where the a drive engine and the a gearbox are built uniaxially to form a rigid transmission unit, which has suspension brackets in front of and behind the a center of gravity of the unit, in with respect of to the a geometric axis of rotation of its a main axis of the transmission unit, the suspension bracket(s) behind the center of gravity is (are) adjoined to the gearbox, a further different two of the suspension brackets are adjoined to the respective lower ends of the two suspension bars holding the transmission unit, and at the upper ends of the said suspension bars there are flexible adjoining members for linkage to the body of the bus rear engine vehicle in the vicinity of its right hand side and left hand side walls, and wherein characterised in that on each side of the drive engine /3/ in front of the center of gravity there is a flexible one of said two different suspension brackets /8, 9/ and that is connected to them there is a lower end of a respective suspension bar /20/ for each, which suspension bars are arranged inclined towards the center of gravity of the transmission unit /21/ and also towards the sidewalls of the body.
2. (Currently Amended) The mechanism according to Claim 1, characterised in that wherein a longitudinal axis of each of the suspension bars /20/ - projected to the a centerline of the body - includes an angle of approx. approximately 15 degrees with the vertical.
3. (Currently Amended) The mechanism according to Claim 1, characterised in that wherein a longitudinal axis of each of the suspension bars /20/ - projected to the cross sectional vertical plane of the body – includes an angle of approx. approximately 30 degrees with the vertical.
4. (Currently Amended) The mechanism according to Claim 1, characterised in that wherein at the upper and/or lower end /23/ of each the suspension bar /20/, the flexible jointing member is designed as a rubber joint /21/, which has a through pin /22/ normal to the a longitudinal axis of the suspension bar /20/ with a fixing member on both sides of the rubber joint /21/.